



Errata Sheet for Advisory Circular 150/5300-13A, Airport Design

Last Update: 1/3/2013

This errata sheet logs content and/or coding errors and other requested changes identified after the AC was signed on September 28, 2012. These errors and changes have been resolved in the PDF version of the AC available on the FAA website.

#	Description of Error	Location in Document	Rationale	Action
1	Document needs to be further unlocked.	General	To facilitate user flexibility in document use of cut/paste, etc.	Embedded Print File attachment may be downloaded and used for this purpose (at the attachment/ paperclip icon)
2	"Pavement edge"	Global review	Captures the edge of a paved shoulder which is intended for a paved taxiway or runway.	Changed the term to "taxiway edge" or "runway edge" where applicable.
3	Runway width and length dimensions need further definition when addressed via text.	paragraph 205b, page 35	The term "at least" adds more definition.	Text clarified.
4	"Object Free Zone" was listed instead of "Obstacle Free Zone"	Par 213.a, page 41; Par 301, page 43, par 412a, page 150	"Obstacle" not "Object" is the correct terminology under this subject.	Text changed.
5	The use of AAC in the paragraph is not appropriate.	paragraph 304 b, page 54.	Runway Design Code (RDC) is the proper acronym.	Text changed.
6	Transverse grade value and schematic errors	Table 3-3, page 68 Figure 3-23, page 82 Figure 4-35, page 160	Editorial and figure changes.	3.0% was replaced with 5% for Categories A&B. Negative grade is clearly depicted on figure 4-35
7	"runway centerline"	Last sentence, Par. 313a(5), page 77, & 313.b (5), page 79	Multiple crowns are now allowed	changed "runway centerline" to "runway crown"
8	Clarity needed to the 4:1 slope	Figure 3-23, Page 82	Added "Max" to 4:1 transverse slopes callout for Runway Object Free Area	Text added.
9	Direction reversal does not directly and clearly address high speed runway exit.	321.a.(2), page 93 Table 3-9, page 95	Clarification to the direction reversal noted refers to the use of a high speed runway exit.	"High-Speed Exit" text was added.
10	Pull down menu does not show RDC	Table 3-8, page 94	Change description to reflect the proper AAC & ADG combination from the pull down menu.	Replaced RDC with AAC & ADG
11	POFA incorrectly listed instead of ROFA	Figure 3-26, page 96	Typo	Replaced POFA with ROFA
12	Effective CMG may need to be considered on some aircraft models.	401.a., page 115	"Effective CMG" applies to airplanes with special steering characteristics and may contribute to a more efficient fillet dimensions for a specific aircraft.	Text added.
13	Incorrect cross reference	402, page 121	Typo	Captured the correct cross reference.
14	Retitle Figure "Taxiway edge safety margin on straight segment.	Figure 4-7, page 121	Rephrase	Text changed.
15	The TW/TL Centerline to Parallel TW/TL Centerline separation for TDG 1 and TDG 2 of 69 feet is not correct.	Table 4-1 & Table 4-2, page 124	Correction to geometry. Tables 4-3, 4-4: R-CL for 180 is 35', so doubling this radius equals 70', not 69'.	Values adjusted.
16	Algebraic precedence of terms in the equations is not properly conveyed.	404b(2) and 404c formulas, page 128	Formulas -may also be written: [(0.7 x WS) - (0.5 x W) + 10] [(0.5 x WS) - (0.5 x W)]	Formulas adjusted.
17	The need for specific design when taxiway turns are close together. This was not well explained.	406.b, page 130 407, page 136 Figure 4-16, page 136	Rephrased and clarified.	Text added.
18	L-3 is incorrectly referenced to the edge of outer pavement.	Figure 4-13, page 131	L-3 should be measured from the point of tangent (centerline) instead of the taxiway edge.	Change made.
19	135 degree turn Radii of 5223' needs to be revised to 52'	Table 4-4, p. 133	Typo	Changed to 52'.
20	Clarify slope standards for areas adjacent to pavements.	508, page 167 A5-6, page 252	This clarification is needed to address adjacent areas.	Changed "shoulder area" to "adjacent area".